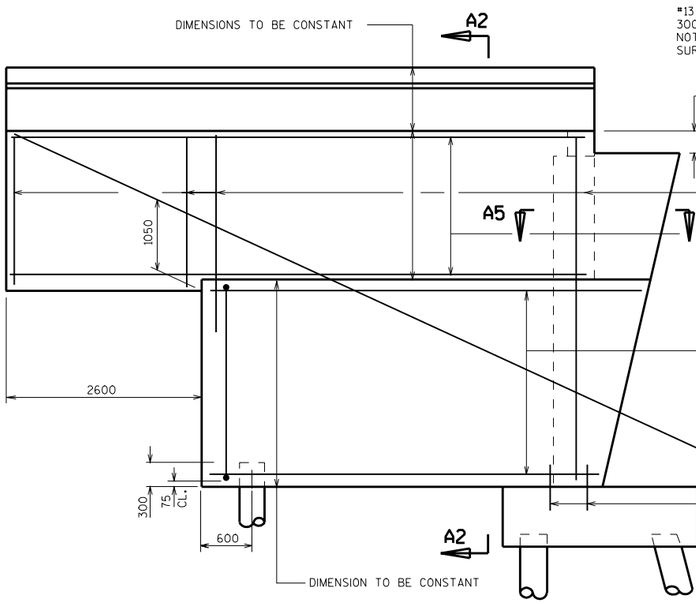
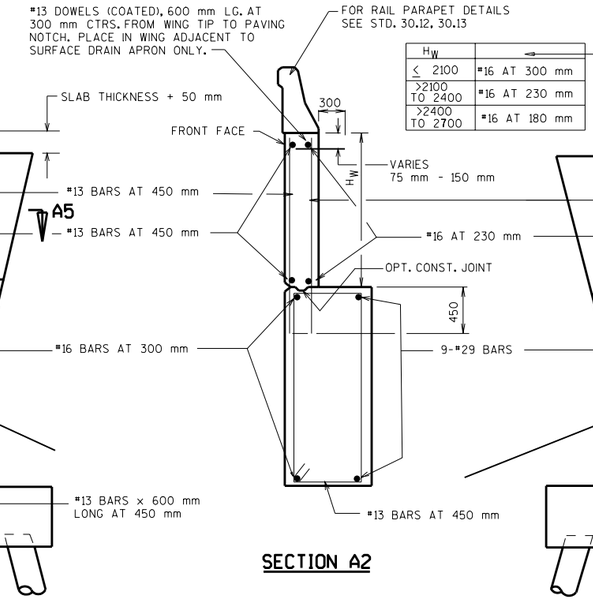


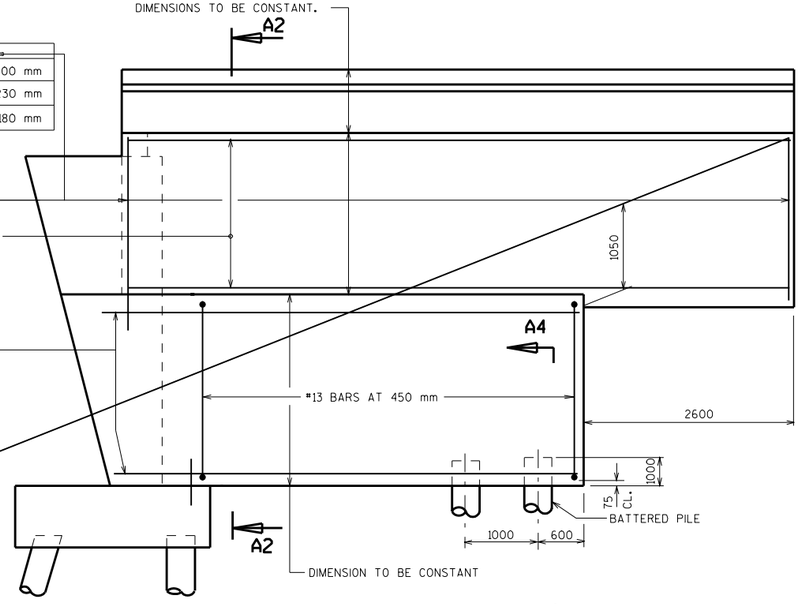
WING ELEVATION

WING LENGTH TO 8000 mm (SHOWING FRONT FACE BAR STEEL WING REINFORCEMENT) SEE 8000 mm TO 9000 mm WING FOR B.F. REINFORCEMENT



H_W	
≤ 2100	#16 AT 300 mm
>2100 TO 2400	#16 AT 230 mm
>2400 TO 2700	#16 AT 180 mm

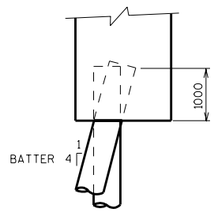
SECTION A2



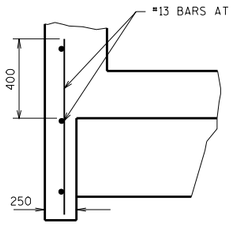
WING ELEVATION

A4

WING LENGTH OVER 8000 mm TO 9000 mm (SHOWING BACK FACE BAR STEEL WING REINFORCEMENT) SEE 8000 mm WING FOR F.F. REINFORCEMENT.



SECTION A4



SECTION A5

DESIGNER NOTES

BODY IS DESIGNED FOR AN EQUIVALENT FLUID PRESSURE OF 1900 Pa, 600 mm SURCHARGE AND SUPERSTRUCTURE REACTIONS "P".

WINGS ARE DESIGNED FOR AN EQUIVALENT FLUID PRESSURE OF 1600 Pa AND A 600 mm SURCHARGE. A 45 kN LATERAL RESISTANCE IS USED FOR THE GROUP OF 2 WING PILES. NO LATERAL RESISTANCE IS USED FOR SINGLE PILES IN WING.

FRONT ROW PILES ARE DESIGNED FOR AN EQUIVALENT FLUID PRESSURE OF 1900 Pa AND SUPERSTRUCTURE REACTIONS "P". BACK ROW PILE DESIGN IS BASED ON AN EQUIVALENT FLUID PRESSURE OF 950 Pa AND "P".

UNIT WEIGHT OF SOIL IS ASSUMED AS 19 kN PER Cu. m.

BRIDGE SEATS BETWEEN BEARINGS SHALL SLOPE 25 mm FROM FRONT FACE OF BACKWALL.

fy = 420 MPa
f'c = 24 MPa
LOAD FACTOR (BODY) = 1.3 (5/3 LL + 1.3 E)
LOAD FACTOR (WINGS) = 1.3 (5/3 LL + 5/3 E)

PAY LIMITS FOR EXCAVATION FOR STRUCTURES & GRANULAR BACKFILL IS SHOWN IN CHAPTER 12 OF THE BRIDGE MANUAL.

ALL WING BARS SHALL BE EPOXY COATED.

WHEN TYPE "F", "W", OR "M" RAILING IS USED, LOCATE NAME PLATE ON FIRST RIGHT WING TRAVELING UP STATION.

FOR MODULAR EXPANSION JOINTS W/CONC. DIAPH. RUNNING TO EDGE OF DECK: IF SIDEWALL IS USED, FORM SIDEWALL 50 mm BELOW CONC. DIAPH.

ALL DIMENSIONS ARE IN MILLIMETERS.

ABUTMENT A4
PILE FOOTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DEVELOPMENT SECTION

APPROVED: _____ DATE: 1-02

METRIC STANDARD 12.6